FINAL
Addendum to an Archaeological Inventory Survey Plan For the Airport (Phase 3) Construction of the Honolulu High-Capacity Transit Corridor Project Hālawa and Moanalua Ahupua‘a, ‘Ewa and Honolulu Districts, O‘ahu Island TMK Sections [1] 1-1 and 9-9

Prepared for

The City and County of Honolulu and the Federal Transit Administration

On Behalf of Parsons Brinkerhoff

Prepared by

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and

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Kailua, Hawai‘i

(Job Code: HALAWA 6 Addendum)

August 2011

(Addendum Revised Date March 2013)

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Management Summary

Management Summary

Reference	Addendum to an Archaeological Inventory Survey Plan for the Airport (Phase 3) Construction of the Honolulu High-Capacity Transit Corridor Project Hālawa and Moanalua Ahupua‘a, ‘Ewa and Honolulu Districts, O‘ahu Island TMK Sections [1] 1-1 and 9-9 (Hammatt and Shideler 2011)
Date	August 2011 (Addendum Revised Date March 2013)
Project Number(s)	Cultural Surveys Hawaii, Inc. (CSH) Job Code: HALAWA 6 Addendum
Project Location and Planned AIS Study Area	The proposed Honolulu High-Capacity Transit Corridor Project (HHCTCP) extends approximately 23 miles (37.0 kilometers) from Kapolei in the west to the Ala Moana Center in the east. The focus of this AISP Addendum is in the immediate vicinity of the Honolulu International Airport Station
Land Jurisdiction	The study area addressed in this “Addendum” is state-owned land (HDOT Airports Division)
Agencies	City and County of Honolulu (City); SHPD; Federal Transit Administration (FTA)
Funding	FTA, City
Project Description and Related Ground Disturbance	The project purpose is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei and Ala Moana Center via a fixed guideway rail transit system.
Historic Preservation Regulatory Context	Cultural Surveys Hawai‘i, Inc. (CSH) completed an archaeological inventory survey plan (AISP) for the Honolulu High-Capacity Transit Corridor Project’s (HHCTCP) Construction Phase 3 (Airport) (Hammatt and Shideler 2011) for the City and County of Honolulu (City) and the Federal Transit Administration (FTA), and on behalf of Parsons Brinkerhoff (PB). The plan was reviewed and accepted by the State Historic Preservation Division in a National Historic Preservation Act (NHPA) Section 106 review of December 2, 2011 (Log No. 2011.2167; Doc No. 1211NN01; see AISP Addendum Appendix A). Subsequently it was determined to move the proposed Honolulu International Airport Station slightly (60 m to the south). The AISP Addendum addresses this proposed slight relocation to the south of the Honolulu International Airport Station and adjacent HHCTCP infrastructure and changes to the testing strategy.

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Section 1 Project, AISP and Addendum Background

Cultural Surveys Hawai‘i, Inc. (CSH) completed an archaeological inventory survey plan (AISP) for the Airport (Phase 3) Construction of the Honolulu High-Capacity Transit Corridor Project, Hālawa and Moanalua Ahupua‘a, ‘Ewa and Honolulu Districts, O‘ahu Island TMK Sections [1] 1-1 and 9-9 (Hammatt and Shideler 2011) for the City and County of Honolulu (City) and the Federal Transit Administration (FTA), and on behalf of Parsons Brinkerhoff (PB).

The AISP Airport study area extends from Kalaloa Drive (just northwest of Hālawa Stream) in the west to Middle Street (just west of Kalihi Stream) in the east, located within the traditional Hawaiian land divisions of Hālawa (‘Ewa District) and Moanalua Ahupua‘a (Honolulu District), Island of O‘ahu, TMK: [1] 1-1 and 9-9 (Various Plats and Parcels) (see Figure 1 to Figure 3).

The plan was reviewed and accepted by the State Historic Preservation Division (SHPD) in a NHPA Section 106 review of December 2, 2011 (Log No. 2011.2167; Doc No. 1211NN01; see present Appendix A). Subsequently it has been decided to move the Honolulu International Airport Station and adjacent portions of the project corridor (about 60 m to the south). This AISP Addendum addresses this relocation to the south of the Honolulu International Airport Station and adjacent HHCTCP infrastructure. In keeping with the SHPD-approved AISP’s survey strategy, a “one-for-one” approach is suggested for this slight movement south of the airport station test excavations resulting in the same number and total area being excavated in the new station footprint as in the original proposed station footprint identified in the AISP. However, because the relocation of the station footprint will increase the corridor length in this area, one additional trench test excavation is proposed for the corridor re-route (see Figure 4). Both the original proposed alignment (AISP) and the proposed alternate alignment in the vicinity of the Honolulu International Airport Station are under consideration. The alternative would add approximately 200 m to the APE corridor.

The area addressed in this AISP Addendum is in the immediate vicinity of the proposed Honolulu International Airport Station in the north (*mauka*) central portion of the airport lands (see Figure 1 to Figure 4)

The AISP proposed test excavation at five locations within the proposed Honolulu International Airport Station (see Figure 4 to Figure 5). The AISP Addendum also proposes test excavation at five locations within the proposed Honolulu International Airport Station. These excavations will test the single column footprint within the station footprint but not the columns that straddle either side of the station along the corridor.

The natural environment, cultural and historical background, previous archaeological investigations, and the AIS methods and fieldwork results are presented in detail in the SHPD-approved AISP (Hammatt and Shideler, August 2011). All investigation conducted as part of the AISP Addendum will be accomplished in accordance with the stipulations, methods, and procedure presented in the SHPD-approved AISP.

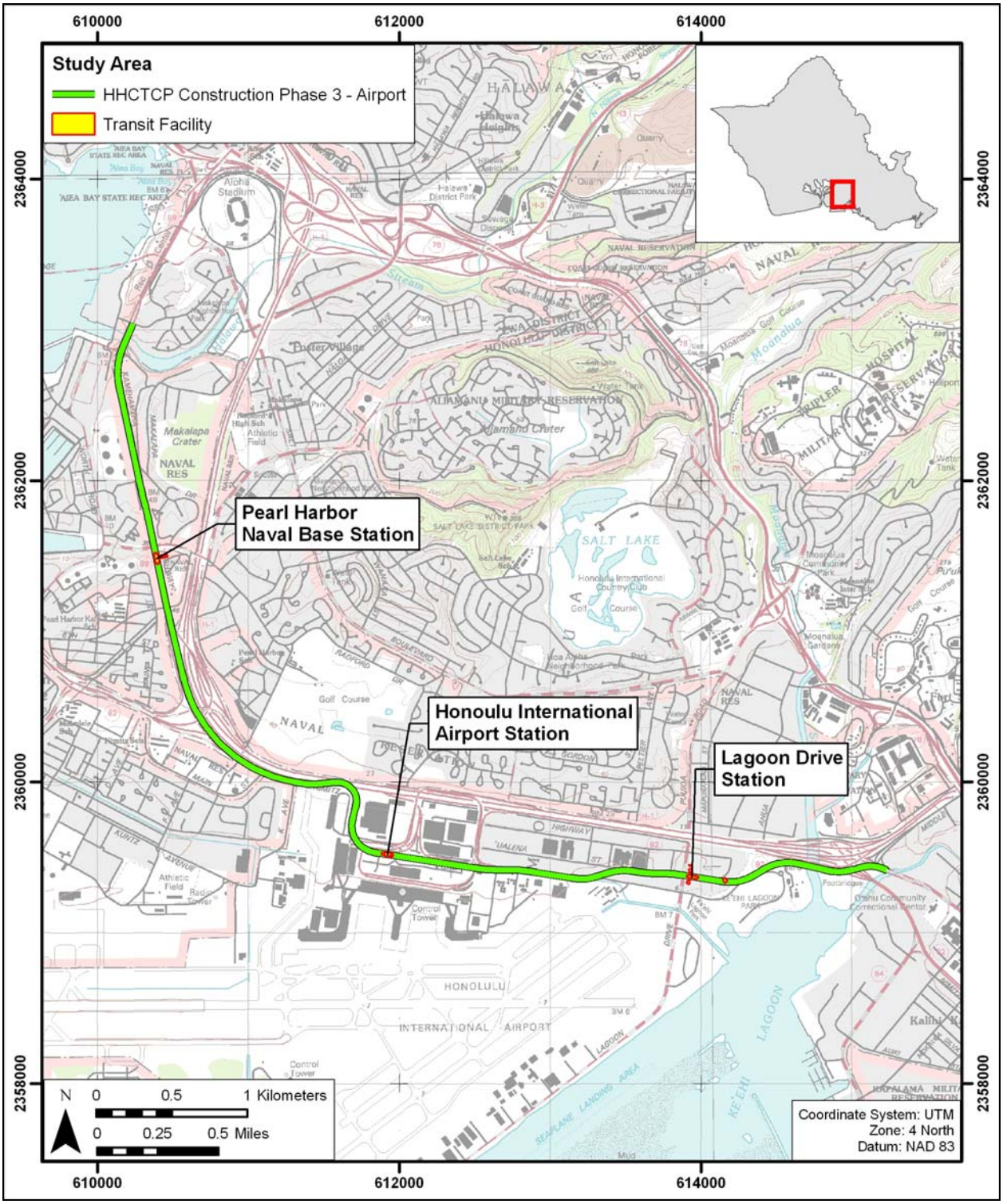

Figure 1. A portion of the 1999 Pearl Harbor U.S. Geological Survey 7.5-minute topographic quadrangle showing the original location of the Honolulu International Airport Station

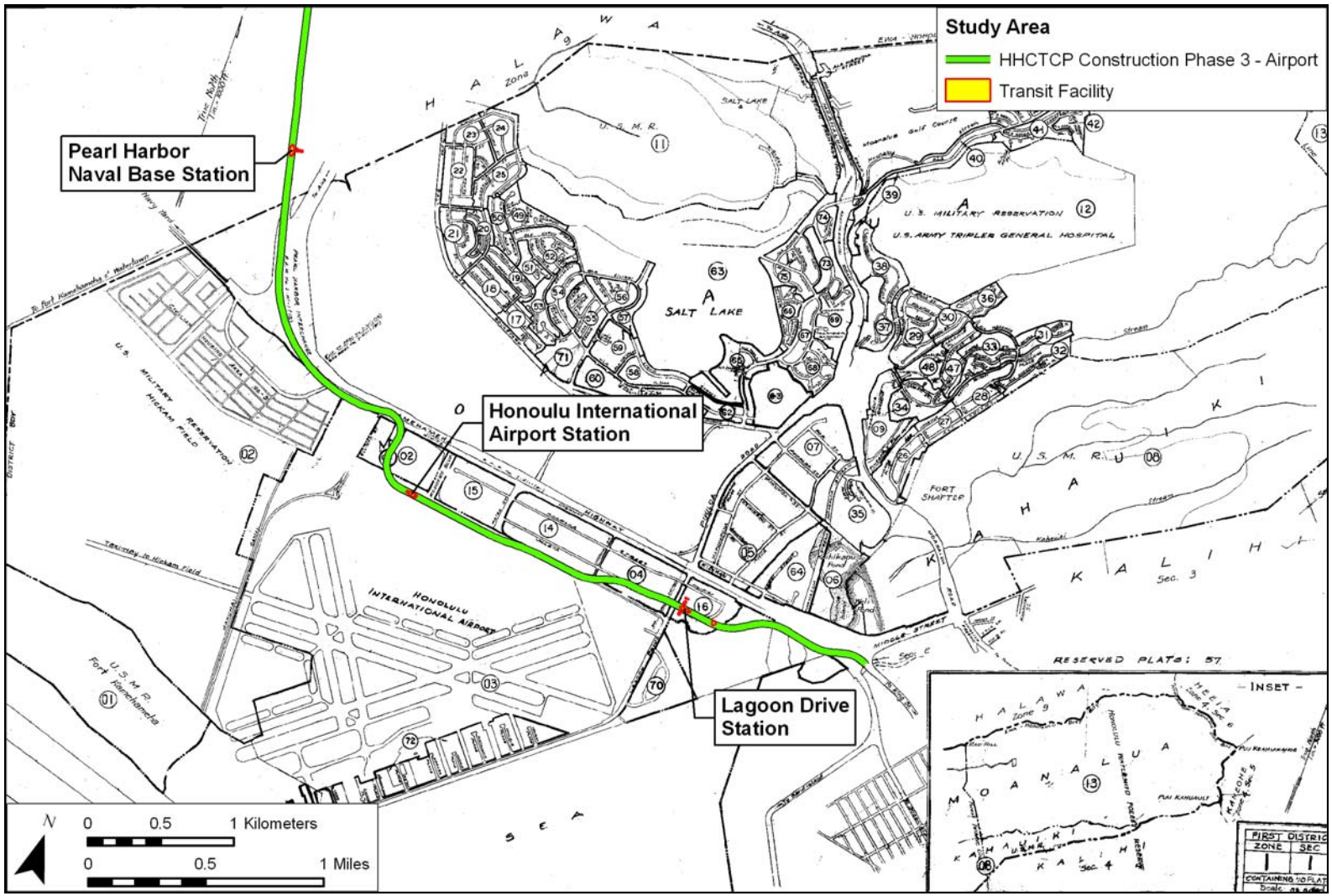

Figure 2. Tax Map Key (TMK) Section map [1] 1-1 showing the original location of the Honolulu International Airport Station

Figure 3. Aerial photograph showing the original location of the Honolulu International Airport Station

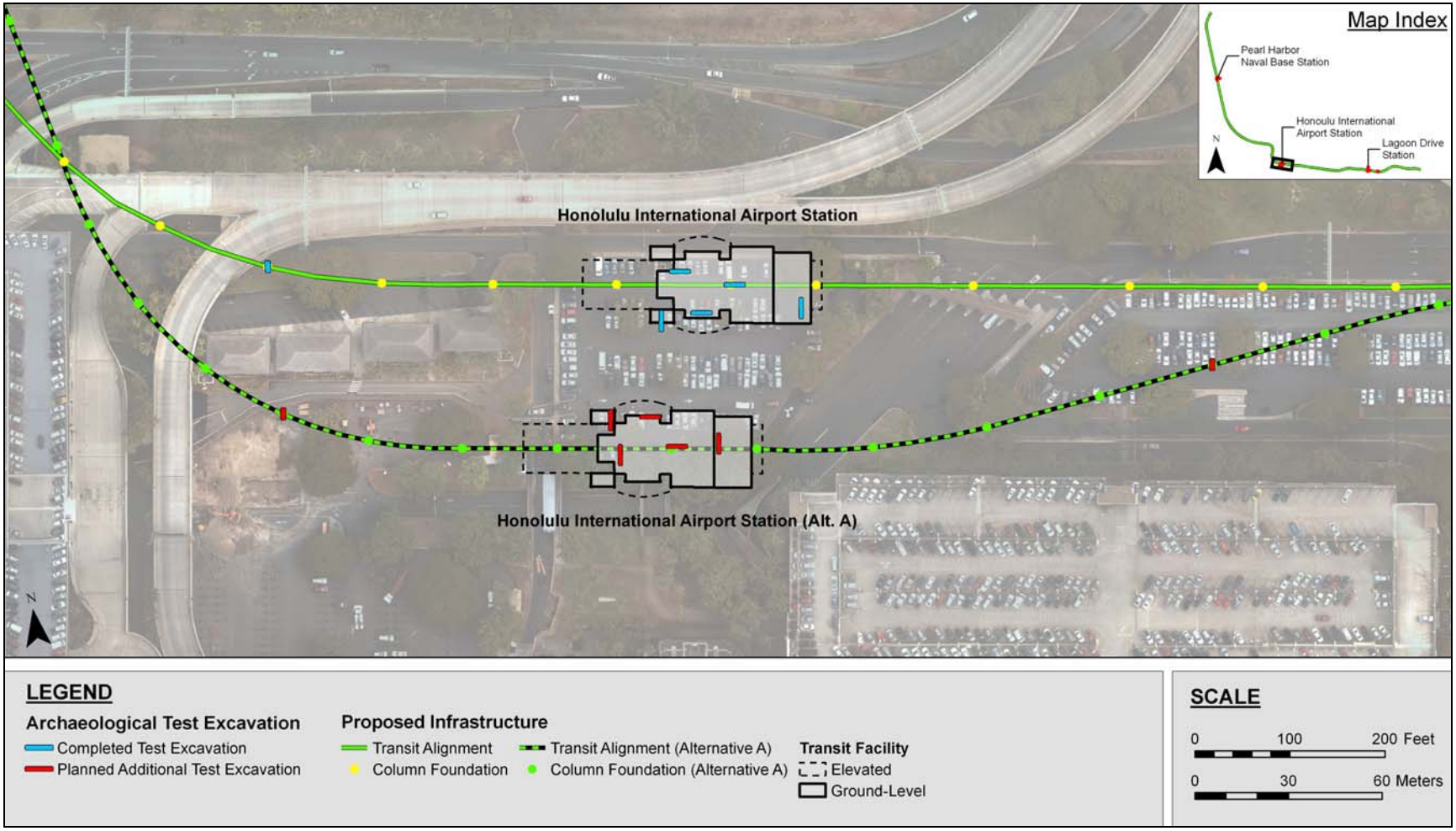

Figure 4. Overlay on an aerial photograph of the location of the Honolulu International Airport Station and associated Test Excavations (in blue) as presented in the SHPD-approved AISP and in the AISP Addendum (in red)

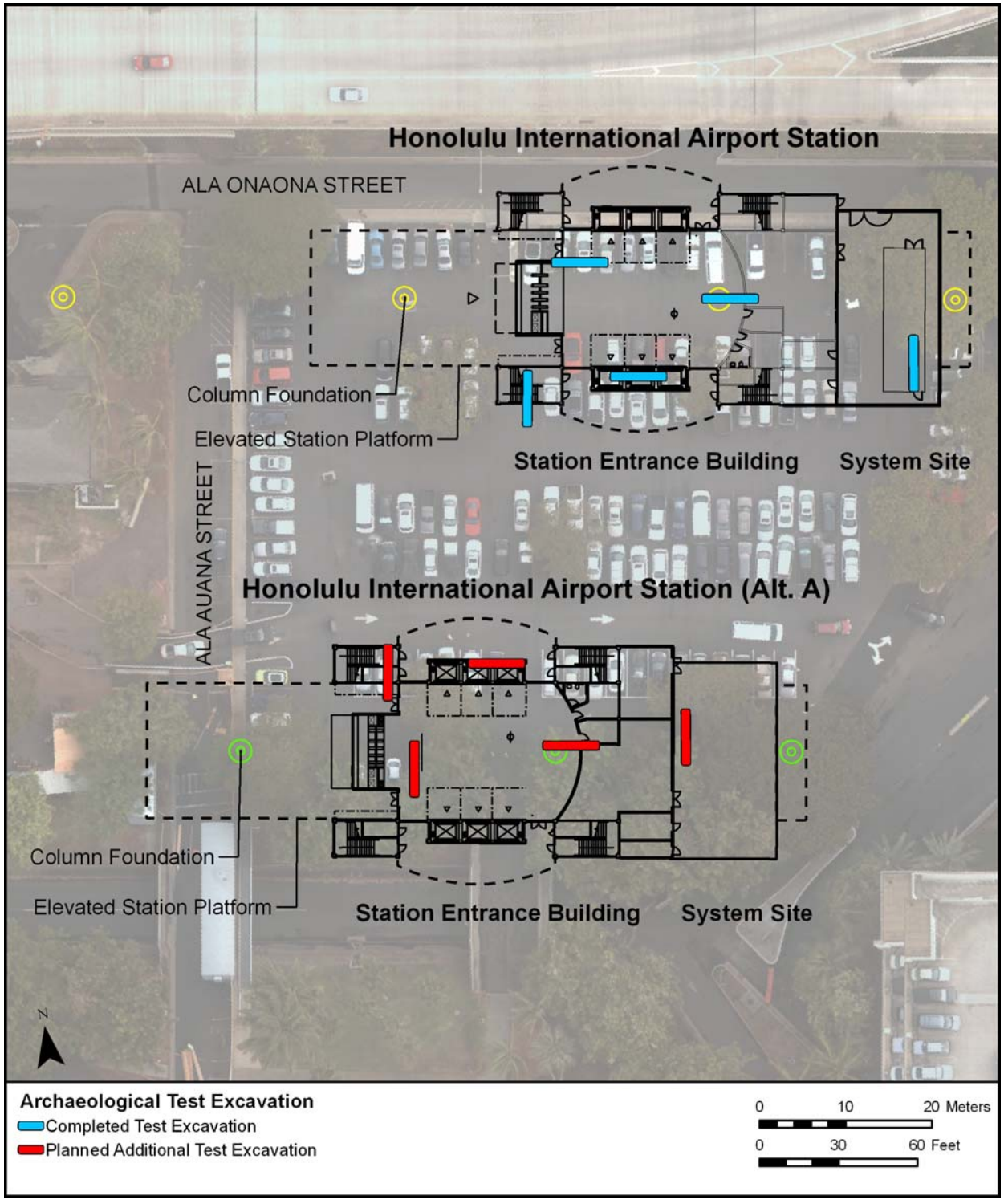

Figure 5. Close-up of an overlay on an aerial photograph of the Honolulu International Airport Station associated Test Excavations (in blue) as presented in the SHPD-approved AISP and as presently proposed (presently proposed trenches in red)

Section 2 Overview of Changed Testing Locations on the Historic Landscape

The following figures (Figure 6 to Figure 8) provide overlays of the originally proposed corridor on various historic maps. As this re-alignment of the station and corridor is only about 60 m south of the original proposed locations, there appears to be little reason to expect any significant change in anticipated cultural resources with the exception of possible identification of the former railroad line. In an effort to possibly locate archaeological evidence of the former railroad line, changes in orientation and/or location are proposed for several trenches within the new station footprint (see Figures 6, 7, and 8).

Excavation of the AISP proposed test excavation at five locations within the proposed Honolulu International Airport Station revealed buried, thick, concrete slabs at four of the excavations (T-023, T-024, T-025, T-026). These are believed to relate to loading docks or foundations associated with the military warehouses.

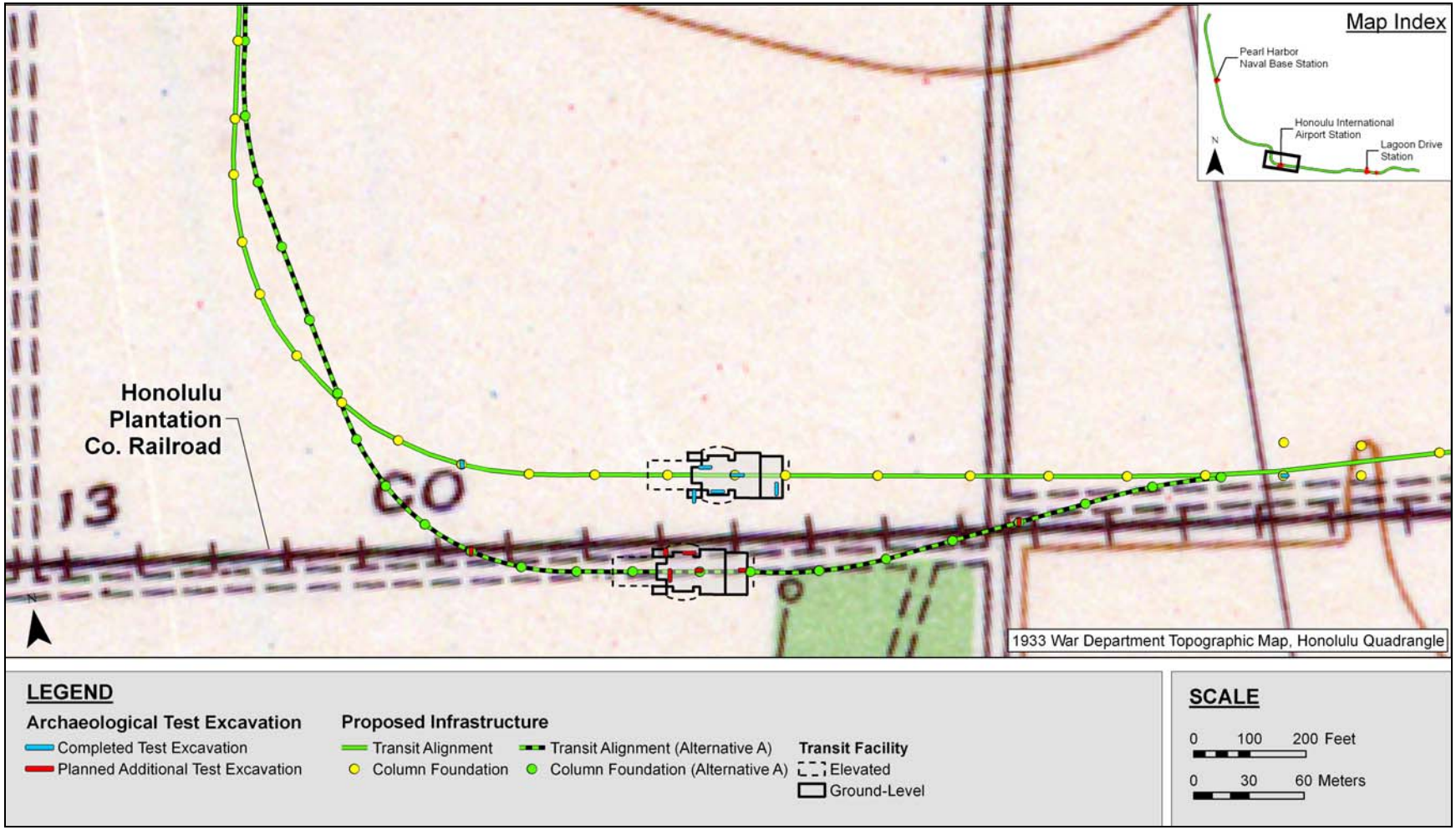

Figure 6. Overlay of the original proposed alignment (AISP) in the vicinity of the Honolulu International Airport Station (in blue) and the proposed new alignment (in red) on a 1933 War Department Honolulu Quadrangle map

Figure 7. Overlay of the original proposed alignment (AISP) in the vicinity of the Honolulu International Airport Station (in blue) and the proposed new alignment (in red) on a 1943 War Department Honolulu Quadrangle map showing extensive warehouses serviced by a *makai* loop 0ff of the OR&L rail line

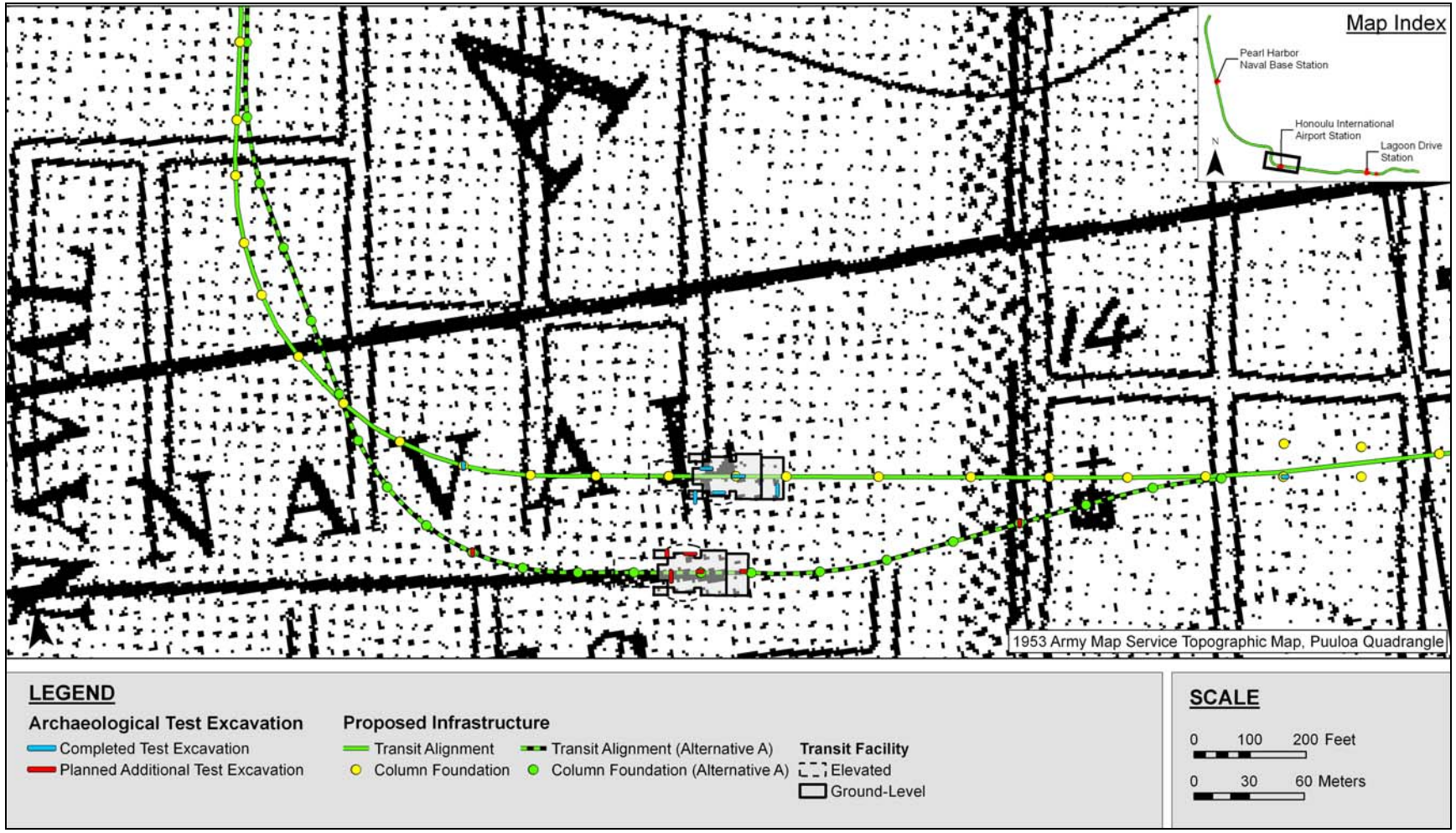

Figure 8. Overlay of the original proposed alignment (AISP) in the vicinity of the Honolulu International Airport Station (in blue) and the proposed new alignment (in red) on a 1953 Army Map Service Puuloa Quadrangle map

Section 3 References Cited

Hammatt, Hallett H and David W. Shideler

2011 *Archaeological Inventory Survey Plan for the Airport (Phase 3) Construction of the Honolulu High-Capacity Transit Corridor Project Hālawa and Moanalua Ahupua‘a, ‘Ewa and Honolulu Districts, O‘ahu Island TMK Sections [1] 1-1 and 9-9*, Cultural Surveys Hawai‘i, Kailua, Hawai‘i

U.S. Geological Survey

1933 U.S. Geological Survey 7.5 Minute Topographic Map, Waipahu Quadrangle. Available at U.S. Geological Survey Maps/U.S. Department of War Maps, USGS Information Services, Box 25286, Denver, Colorado.

1999 U.S. Geological Survey 7.5 Minute Topographic Map, Pearl Harbor Quadrangle. Available at U.S. Geological Survey Maps/U.S. Department of War Maps, USGS Information Services, Box 25286, Denver, Colorado.

U.S. War Department

1943 U.S. War Department 7.5 Minute Topographic Map, Aiea Quadrangle. U.S. Department of War Maps, available at USGS Information Services, Box 25286, Denver, Colorado.

1953 U.S. War Department 7.5 Minute Topographic Map, Aiea Quadrangle. U.S. Department of War Maps, available at USGS Information Services, Box 25286, Denver, Colorado.

Appendix A SHPD Acceptance Letter for the AISP

NEIL ABERCROMBIE
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December 2, 2011

Dr. Hallett Hammatt
Cultural Surveys Hawaii
P.O. Box 1114
Kailua, Hawaii 96734

LOG NO: 2011.2167
DOC NO: 1211NN01
Archaeology

Dear Dr. Hammatt

SUBJECT: **National Historic Preservation Act (NHPA) Section 106 Review –**
Archaeological Inventory Survey Plan for the Airport (Phase 3) Construction of the
Honolulu High Capacity Transit Corridor Project (HHCTCP)
Hālawa and MoanaluaAhupua'a, 'Ewa and Honolulu District, Island of O'ahu
TMK Sections: (1) 1-1 and 9-9

Thank you for the opportunity to review this draft plan titled *Draft Archaeological Inventory Survey Plan for the Airport (Phase 3) Construction of the Honolulu High Capacity Transit Corridor Project Hālawa and Moanalua Ahupua'a, 'Ewa and Honolulu District, Island of O'ahu* (Hallett Hammatt, and David Shideler August 2011). This draft was received by SHPD on August 8, 2011. We apologize for the delayed review, and thank you for your patience. This AISP was prepared in compliance with National Historic Preservation Act Section 106 (36CFR800).

The study area for this AISP extends from Kamehameha Hwy at Kaloloa Drive (just northwest of Hālawa Stream) in the west to Kamehameha Hwy. at Middle Street (just west of Kalihi Stream) in the east. According to the HHCTCP Programmatic Agreement (Stipulation II.A.1) the area of potential effect (APE) includes all areas of direct ground disturbance, which is estimated to be 13.87 acres.

The background section acceptably establishes the ahupua'a settlement pattern and predicts the likely site pattern in the project area. The historical information provided summarizes the history of the post-contact period land uses. The summary of previous archaeological work in the area provides a baseline for the current work. We believe that the field methods that you have described in section 7.0 will adequately identify the historic resources of this project area.

A total of forty test trenches are proposed within the 9.06 acres project footprint: twenty-four within the footprint of the proposed column foundations that spread throughout the project area, fifteen within the footprints of the three transit stations (Pearl Harbor Naval Base Station; Honolulu International Airport Station; and Lagoon Drive Station) and a single trench in the area of utility relocation within the vicinity of the Pearl Harbor Naval Base Station.

This plan meets the standards for Archaeological Inventory Survey Plans that are set forth in HAR 13-284-5 (c). Please send one hardcopy of the document, clearly marked **FINAL**, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office, attention SHPD Library. Please contact Deona Naboa at Deona.Naboa@hawaii.gov if you have any questions or concerns regarding this letter.

Aloha,

Pua Aiu, Ph.D
Administrator
State Historic Preservation Division